



Hongkong Daily Press.

ESTABLISHED 1857

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Two QUALITIES
\$10.00 and \$12.50
per piece of 30 yards.
ALEX. ROSS & Co.,
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[776]

No. 17,500.

號九十九百四千七萬一第

日七十月五年寅甲

HONGKONG, WEDNESDAY, JUNE 10th, 1914.

三拜禮

號十月六年三國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS
**BEAR BRAND
STERILIZED
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THE BERNESE ALPS MILK CO.
STALDEN, SWITZERLAND.

ASK FOR IT!!

AGENTS—
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TELEPHONE 68.

Hongkong, 8th June, 1914. [495]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SEEWAN, TOMES & Co.,

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Hongkong, 9th June, 1914. [805]



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SOLE PROPRIETORS OF TAKASIMA,

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Codes: A1, A.E.C. 5th Ed., Western Union.

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Manager

No. 2, Forder Street, Hongkong.

Hongkong, 24th April, 1914. [614]

PEAK TRAMWAY COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " " " " " " " " " " " "

9.00 " " " " " " " " " " " "

10.00 " " " " " " " " " " " "

11.00 " " " " " " " " " " " "

12.00 noon to 1.00 p.m. " " " " " "

1.00 p.m. to 2.00 p.m. " " " " " "

2.00 " " " " " " " " " " " "

3.00 " " " " " " " " " " " "

4.00 " " " " " " " " " " " "

5.00 " " " " " " " " " " " "

6.00 " " " " " " " " " " " "

7.00 " " " " " " " " " " " "

**THE CHINA IMPORT AND
EXPORT LUMBER CO., LTD.**

(ARNHOLD, KARBURG & Co., GENERAL AGENTS).

OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 x 12" PLANKS TO 18 x 18" LOGS.

FLOORINGS, 1 x 4", 1 x 6", 1 1/2 x 4" AND 1 1/2 x 6".

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Hongkong, 20th May, 1914. [728]

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FOR QUANTITY.

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Every description of repair work is undertaken. A large assortment of material

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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacture of engines, boilers,

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WAREHOUSE DEPARTMENT:—

82 buildings, principally of brick and steel, 310 entrances. 37 buildings are private

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Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

SOUTH

MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
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TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Station	Time	Station	Time	Station	Time	Station	Time
1st Class	8.00	2nd Class	8.00	1st Class	8.00	2nd Class	8.00
3rd Class	8.00	4th Class	8.00	3rd Class	8.00	4th Class	8.00
5th Class	8.00	6th Class	8.00	5th Class	8.00	6th Class	8.00
7th Class	8.00	8th Class	8.00	7th Class	8.00	8th Class	8.00
9th Class	8.00	10th Class	8.00	9th Class	8.00	10th Class	8.00
11th Class	8.00	12th Class	8.00	11th Class	8.00	12th Class	8.00
13th Class	8.00	14th Class	8.00	13th Class	8.00	14th Class	8.00
15th Class	8.00	16th Class	8.00	15th Class	8.00	16th Class	8.00
17th Class	8.00	18th Class	8.00	17th Class	8.00	18th Class	8.00
19th Class	8.00	20th Class	8.00	19th Class	8.00	20th Class	8.00
21st Class	8.00	22nd Class	8.00	21st Class	8.00	22nd Class	8.00
23rd Class	8.00	24th Class	8.00	23rd Class	8.00	24th Class	8.00
25th Class	8.00	26th Class	8.00	25th Class	8.00	26th Class	8.00
27th Class	8.00	28th Class	8.00	27th Class	8.00	28th Class	8.00
29th Class	8.00	30th Class	8.00	29th Class	8.00	30th Class	8.00
31st Class	8.00	32nd Class	8.00	31st Class	8.00	32nd Class	8.00
33rd Class	8.00	34th Class	8.00	33rd Class	8.00	34th Class	8.00
35th Class	8.00	36th Class	8.00	35th Class	8.00	36th Class	8.00
37th Class	8.00	38th Class	8.00	37th Class	8.00	38th Class	8.00
39th Class	8.00	40th Class	8.00	39th Class	8.00	40th Class	8.00
41st Class	8.00	42nd Class	8.00	41st Class	8.00	42nd Class	8.00
43rd Class	8.00	44th Class	8.00	43rd Class	8.00	44th Class	8.00
45th Class	8.00	46th Class	8.00	45th Class	8.00	46th Class	8.00
47th Class	8.00	48th Class	8.00	47th Class	8.00	48th Class	8.00
49th Class	8.00	50th Class	8.00	49th Class	8.00	50th Class	8.00
51st Class	8.00	52nd Class	8.00	51st Class	8.00	52nd Class	8.00
53rd Class	8.00	54th Class	8.00	53rd Class	8.00	54th Class	8.00
55th Class	8.00	56th Class	8.00	55th Class	8.00	56th Class	8.00
57th Class	8.00	58th Class	8.00	57th Class	8.00	58th Class	8.00
59th Class	8.00	60th Class	8.00	59th Class	8.00	60th Class	8.00
61st Class	8.00	62nd Class	8.00	61st Class	8.00	62nd Class	8.00
63rd Class	8.00	64th Class	8.00	63rd Class	8.00	64th Class	8.00
65th Class	8.00	66th Class	8.00	65th Class	8.00	66th Class	8.00
67th Class	8.00	68th Class	8.00	67th Class	8.00	68th Class	8.00
69th Class	8.00	70th Class	8.00	69th Class	8.00	70th Class	8.00
71st Class	8.00	72nd Class	8.00	71st Class	8.00	72nd Class	8.00
73rd Class	8.00	74th Class	8.00	73rd Class	8.00	74th Class	8.00
75th Class	8.00	76th Class	8.00	75th Class	8.00	76th Class	8.00
77th Class	8.00	78th Class	8.00	77th Class	8.00	78th Class	8.00
79th Class	8.00	80th Class	8.00	79th Class	8.00	80th Class	8.00
81st Class	8.00	82nd Class	8.00	81st Class	8.00	82nd Class	8.00
83rd Class	8.00	84th Class	8.00	83rd Class	8.00	84th Class	8.00
85th Class	8.00	86th Class	8.00	85th Class	8.00	86th Class	8.00
87th Class	8.00	88th Class	8.00	87th Class	8.00	88th Class	8.00
89th Class	8.00	90th Class	8.00	89th Class	8.00	90th Class	8.00
91st Class	8.00	92nd Class	8.00	91st Class	8.00	92nd Class	8.00
93rd Class	8.00	94th Class	8.00	93rd Class	8.00	94th Class	8.00
95th Class	8.00	96th Class	8.00	95th Class	8.00	96th Class	8.00
97th Class	8.00	98th Class	8.00	97th Class	8.00	98th Class	8.00
99th Class	8.00	100th Class	8.00	99th Class	8.00	100th Class	8.00

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The above fares do not include the Express Train Berth Fee.

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Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the

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tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSEN THROUGH SERVICE.

Three Weekly Express Service between Changchun and Fusan without change, establishing

direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-

ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by

nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and

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London to Tokyo in 124 days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At

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Messrs. THOS. COOK & SON, REISENBUREAU DER HAMBURG-AMERIKA LINIE,

the NORMAN REISENBUREAU, and the NIPPON YUSEN KAISHA, Shanghai; from each of

whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct

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THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Nerchwang, and Tientsin Depots.

and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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THE UNITED ASBESTOS ORIENTAL

AGENCY, LTD.

Hongkong, 20th May, 1914. [726]

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Guide to St. Petersburg, by Otto Keller \$3.50

Thirty Years in Munkton, by Dr. and

Mrs. Christie ... 7.00

Life in an Indian Outpost, by Major

Gordon Casserley ... 9.50

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Foster Fraser ... 4.50

African Camp Fires, by Stewart E.

White ... 4.00

The Modern Chesterfield ... 2.75

The Religion of Sir Oliver Lodge, by

Joseph McCabe ... 1.00

Some Oxford Libraries, by S. Gibson ... 2.00

LETTERS TO CAROLINE, by

ELINOR GLYN ... 1.60

The "Bookman," Charles Dickens

Number ... 4.00

The Naval Battle, by Lieut. A. Baudry

Brush and Pencil Notes in Landscape,

by Sir Alfred East, R.A. ... 8.00

Antiquity of Man in Europe, by James

Goikie ... 3.00

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CHEMISTS, DRUGGISTS AND
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THE GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIA.

FOR THE BATH, TOILET,
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the Bath it promotes a healthy action
of the skin, counteracts all effects of
perspiration, and is refreshing and
invigorating. It is especially useful
for cleaning Jewellery, Silver, and
Plated Ware, etc.

WATSON'S
PURE CARBOLIC
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Highly recommended by the Medical
Profession for the Bath and Toilet.
In three strengths: 20 per cent.
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WATSON'S
SHAVING STICKS.

The cheapest and best in the market.
They give a free and lasting lather,
and impart a soothing feeling to the skin.
For delicate and sensitive skins they are
unequalled.

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY AND
KOWLOON DISPENSARY.

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Correspondents must forward their
names and addresses with communications
addressed to the Editor, not for
publication by evidence of good faith.
All letters for publication should be
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No anonymously signed communica-
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other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUZ ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 10TH, 1914.

THE recent news that the Committee of
Foreign Relations of the United States
Senate had passed a resolution in favour
of arbitration in connection with the Panama
Canal tolls, is an indication that public
feeling on the subject is still strong, though
a later telegram informed us that it is
doubted whether the Committee's resolution
will obtain the necessary two-thirds majority
in the Senate. The demand for arbitration,
however, is not confined to opponents of
President Wilson's policy. Prominent
among its supporters is Senator Norris
of Nebraska, who is opposed to ex-
emption, and supported the passage of
the House repeal measure five weeks
ago, but with an amendment expressly
stating the United States waived no rights
thereby, but called upon President Wilson
to invite Great Britain to arbitrate the
dispute as to the right of the United States
to discriminate in favour of its own vessels.
That would be a simple matter of interpreta-
tion of the HAY-PANAMA TREATY, but
the subject is being again and again
discussed in the United States altogether
apart from the Treaty engagement.
The exemption of coastwise vessels from
tolls, Senator NORRIS contended, amounted
to nothing less than a subsidy to a class
of vessels already enjoying a monopoly and not
deserving it nearly as much as American
vessels engaged in the foreign trade and
competing with all the ships of the world.

He argued that the exemption would not
benefit the shipper or consumer, because
the difference in the cost of transportation
by railroad and water was so great—83
per cent.—that the exemption would not
affect the water rate. He insisted that the
Government had no more right to pay the
legitimate cost of transporting goods across
the isthmus than it had to build a free
railroad across the continent. Senator
Norris criticised the position taken by
Senator Lodge, that the United States
has a right to discriminate in favour of its
own vessels, but should surrender that right
out of respect to the opinion of the civilized
world. On the other hand, the Nebraska
Senator said that to decline to arbitrate
the question would be to reverse the
pretences the United States has been
making in the family of nations for years.
Against the repeal of the discrimination in
favour of American coastwise shipping some
new arguments have recently been advanced.
The San Francisco Chamber of Commerce
in a published statement refers to an
announcement that it is Japan's intention to
subsidize at least one line of steamers from
New York via the Panama Canal. "As the
Japanese line from Yokohama to New York,
via the Canal," says the statement issued
by the San Francisco Chamber of Com-
merce, "is to be subsidized by the Japanese
Government—and from all that can be
learned this subsidy will be more than the
tolls—it would have the effect of placing
Japan on an equal footing with San
Francisco as to distance, thereby enab-
ling the Japanese manufacturers with
coolie labour to compete with Coast pro-
ducts, with the advantage to Japan of the
difference in the cost of labour plus the
duty. Inasmuch as Japanese steamships
can be operated for half what American
ships can, the probability is that Japan
could manufacture goods, transport them to
New York, pay the Canal duty, and then
have an advantage over Pacific Coast
manufacturers." From the Atlantic Coast
comes the statement that Washington
lumber dealers are receiving letters from
lumbermen in British Columbia, in which
attention is directed to the tremendous
advantage the Canadian lumber mills will
have over the mills on the American side
of the boundary by the abrogation of free
tolls. After stating that it is only a matter
of a few years when the Middle and Eastern
States will have to look to the Pacific Coast
for the bulk of their lumber, one letter
continues, "Do you know that with the
opening of the Panama Canal with no free
tolls for American coastwise ships, British
Columbia will be able to deliver lumber
on the Atlantic Coast at a much lower
rate per thousand than the Pacific
Coast State can do it?" This is all
very interesting, but it ignores the
point at issue, which is: Shall the
United States repudiate a Treaty engage-
ment? In his impressive Message to
Congress last March President Wilson
said:—"Whatever may be our own differ-
ences of opinion concerning this much-
debated measure and its meaning, it is not
debated outside the United States. Every-
where else the language of the Treaty is given
but one interpretation, and that interpre-
tation precludes the exemption I am asking
you to repeal. We consented to the
Treaty and its language. We accepted it
we did not originate it, and we are too
big and powerful, and too self-respecting a
nation to interpret with too strained or
refined a reading of words our own promises
just because we have power enough to
give us leave to read them as we please.
The large thing to do is the only
thing we can do—voluntary withdrawal
from a position everywhere questioned
and misunderstood. We ought to reserve
our action without raising the ques-
tion whether we are right or wrong,
and so once more deserve our reputation for
generosity and the redemption of every obli-
gation without quibble or hesitation. I ask
this of you in support of the foreign policy
of the Administration. I shall not know how
to deal with other matters of even greater
delicacy and nearer consequences if you do not
grant it to me in upholding measure." That
support has been accorded the Pan-
ama, and it is unlikely that Congress
will do anything now to stultify itself.

A charge of reckless driving pre-
ferred against the drivers of motor-cars
46 and 2 on the Praya East was remanded
by the Magistrate yesterday.

The Government can no longer
depend on "windfalls" from the opium
revenue, says the *Calcutta Englishman*.
The latest returns show that to the end
of May, 1914, the income was Rs. 181,350
less than the estimate. The fact is that
with the big stocks in Shanghai people
are afraid to buy here. According to
the agreement with China the whole
trade is to come to an end in 1918.

Sir Richard Dane, the Chief Inspector
of the Salt Gabelle, expects to go this
month on ten weeks' leave in England.
During his absence Herr von Strauss, the
Deputy Chief Inspector, will act for him.

A Chinese living in the Fook Lee
boarding-house in Connaught Road has
complained to the police that some person
has stolen from his bedroom at the
boarding-house \$170 in money, a gold
watch and chain, valued at \$100, and \$7
worth of clothing.

The President of the Chinese Republic
has conferred the Order of the Excellent
Crop (Chin Hoo) of the Third-Class upon
Mr. F. W. Maza, Commissioner of
Customs at Canton, and Mr. E. Gordon
Lowder, Commissioner of Customs for
Kowloon and District.

A Portuguese correspondent writes to
say that the clerk Remedios, who is
charged in connection with the alleged
conspiracy to defraud the Hongkong and
Shanghai Bank, is not a Portuguese, as
stated in the headline of our report, but
is of pure Chinese parentage.

A large quantity of Chinese porcelain
and curios, just arrived from Shanghai,
is announced for sale by public auction
at Messrs. Hughes & Hough's sales rooms
on Saturday and Monday next. Particu-
lars will be found in a double-column
advertisement appearing on page 4.

At a meeting of the shareholders in the
Royal Aerated Waters Company, Ltd.,
held at St. George's Building, Hong-
kong, on Monday, it was resolved that
the Company be wound up voluntarily
under the provisions of the Companies'
Ordinances. Mr. J. Hennessey Rath was
appointed liquidator.

Inspector McDonald prosecuted a
Chinese at the Magistrate's yesterday for
the larceny of a pair of boots from a shop
in Queen's Road Central. The defendant
apparently went to the shop,
accompanied by two other men, and
examined some boots, with the ostensible
object of making a purchase. The men
left without buying anything, and a
District Watchman saw the defendant
carrying something bulky under his
jacket. He also noticed a piece of lace
hanging down, and promptly stopped the
man. It was then discovered that he had
stolen the articles. Mr. Wood sentenced
the defendant to six weeks' hard labour.

A case which arose out of the terms
upon which an agreement as to passage
home was cancelled or otherwise, has
recently been decided in the Straits
Court. Plaintiff, who was the employer,
maintained that the employee was only
to be allowed his passage home on the
understanding that he was shortly to
proceed to Europe, and was not before
then to enter into any other employment
in Singapore. Defendant admitted that
he had not gone to Europe, and his
Lordship found that when the passage
money (\$424.25) was paid to the employee,
he led the plaintiffs to believe that he
was going to Europe. Judgment was
given for plaintiffs for \$424.25 and costs.

THE TIMBER-YARD FIRE.

The damage done to the Kwan On
timber-yard by the fire on Monday night
is estimated at \$8,000, which is covered
by insurance for \$5,000 in the Kyodo
Insurance Company, and for \$3,000 in the
Nippon Yusen Insurance Company. The
fire apparently started in the Man
Hop scaffolding shed, not, as at first
stated, in the Kwan On yard. The shed,
which adjoins the timber-yard, was prac-
tically destroyed, the damage being put
at \$5,000, which is not covered by
insurance. The Hing Tai timber-yard
was also burnt at the rear.

During the operations of the Fire
Brigade Sergt. Fowler received a severe
blow on the head from a branch pipe,
and had to go to hospital.

HONGKONG GYMKHANA CLUB.

The third gymkhana under the auspices
of the Hongkong Gymkhana Club is fixed
for July 11th. The draft programme is
as follows:

- 1.—3.15 p.m. Gymkhana Stakes.
- 2.—Once Round Flat Race Handicap
"B" Class. For all China ponies.
- 3.—Tent Pegging.
- 4.—Once Round Flat Race Handicap
"A" Class. For all China ponies.
- 5.—Polo Pony Scurry.
- 6.—Ladies' Nomination. Bending Race
open to members of the Gymkhana
Club and to playing members of the
Polo Club.
- 7.—One and a quarter mile Handicap.
For all China ponies.

NOTE.—The Once Round Flat Race
Handicap is for all China ponies, and the
ponies entered will be divided into "A"
and "B" Classes by the Handicapper, as
before.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "EMPERESS" DISASTER.

PREPARATIONS FOR RECOVERING THE DEAD.

MONTREAL, June 9th.

A diver has begun the preliminary work
in connection with the raising of the dead
who are entombed in the *Empress of
Ireland*. The bodies will be embalmed
and taken to Quebec for identification.
A corps of undertakers have been
employed by the Canadian Pacific Com-
pany.

THE SUFFRAGETTE CAMPAIGN.

LONDON, June 8th.

The militants profess not to be alarmed
at the Government's threatened action
against the funds of the Union. They
declare that many of the subscribers to
the cause are connected with Cabinet
Ministers, and that others have the most
influential relatives. They also assert
that the talk of action has given an
impetus to the self-denial fund.

ELABORATE PRECAUTIONS AT A STATE BALL.

Although the guests at to-night's State
Ball belong to the Royal circle, the most
elaborate precautions have been taken
against Suffragette disturbances. A
cordon of police will be outside and
detectives inside, and there will be four
inspections of tickets.

CHURCHYARD DESECRATED.

Suffragettes have desecrated the church-
yard at Rayne (Essex), by chipping the
marble tombstones. They also damaged
the wall of the church. The Vicar's wife
had refused to attend a Suffragette
meeting.

TRADE OF BRITISH ISLES.

THE RECORD FOR MAY.

LONDON, June 8th.

The import and export returns
of the British Isles for May show
decreases in imports of £2,176,029 and in
exports of £1,807,072. The former
decrease was principally in food, drink
and tobacco, £1,329,089, and raw-wool
£246,085, while there was an increase in
cotton of £11,071. The decreases in
exports were among iron and steel
manufactures, £779,570, and cotton-goods
£282,100.

THE LONDON FAILURES.

CANADIAN AGENCY, LTD., SUSPEND PAYMENT.

LONDON, June 9th.

The Canadian Agency, Ltd., of which
Mr. Arthur Grenfell is the chief share-
holder, announces that it has suspended
payment.

The failures have cleared the air, and
it is believed that the Stock Exchange
will not suffer appreciably.

THE BUCKINGHAM PALACE.

"BURGLAR."

ACTED "OUT OF BRAVADO."

LONDON, June 8th.

When the fitter named Pike, who broke
into Buckingham Palace, was brought up
at Bow Street, the prosecuting Counsel
said that Pike appeared to be a respect-
able man who was guilty of a foolish
prank. He had had domestic trouble and
had also been drinking. Defendant
admitted that he did the act out of
bravado, to out-do the Suffragettes.

COMMITTEE ON WIRELESS.

LONDON, June 9th.

The Committee on Wireless recommends
the Government to appoint a National
Research Committee to co-ordinate the
work of the Post Office, Admiralty and
War Office with the Laboratory, etc., the
Committee to be composed of twelve
representing the various departments.

CANADIAN FISHING SCHOONERS

WRECKED.

TWENTY LIVES LOST.

QUEBEC, June 9th.

Forty fishing schooners were wrecked
and twenty lives lost during a sudden
hurricane to the north of New Brunswick.

THE PANAMA CANAL.

TESTING THE ELECTRIC TOWING LOCOMOTIVES.

PANAMA, June 8th.

The liner *Alliance* traversed the Gatun
Locks and tested the electric towing
locomotives. There was no hitch.

[THROUGH REUTER'S AGENCY.]

BRITISH ENTERPRISE IN CHINA.

RESOURCES OF SZECHUAN TO BE DEVELOPED.

LONDON, June 9th.

Reuter's Agency is informed that
arrangements are about to be concluded
between The Eastern Pioneer Company
and two important British houses,
whereby the resources of Szechuan will be
developed with British capital. The
group have the exclusive right of work-
ing, in conjunction with the Chinese, the
vast oil, mineral and industrial resources
of Szechuan.

JAPANESE COMPETITION.

A DEFENCE OF UNEQUAL PRIVILEGES.

LONDON, June 9th.

Replying to a complaint in *The Times*,
to the effect that British vessels were
rigorously excluded from Japanese coast-
ing trade, whereas a Japanese Company
had actually inaugurated a service
between Calcutta and Rangoon, Sir
Valentine Chirol, formerly director
of the foreign department of the
Times, points out that Japan is
perfectly entitled to participate in
the Indian coasting trade. While her
competition was unwelcome to British
companies, it may, from the standpoint
of purely Indian interests, be beneficial.

Referring to the prestige which a power-
ful Fleet confers upon a merchant flag,
the writer says that Japan doubtless
benefits to some extent by the practical
withdrawal of the British Navy from the
Far East, but we should remember that
only our alliance with Japan had enabled
us to reduce our powerful squadron in
the Far East to a mere skeleton.

[Sir Valentine Chirol would seem to have
missed the point of the complaint. It is
not denied that the Japanese at the present
moment are perfectly entitled to participate
in the Indian coasting trade, but the ques-
tion is whether the British Government
should continue to allow it while Japan
debars British ships from participating in
the coasting trade of Japan. The argument
by which Sir Valentine Chirol supports the
present state of affairs may be used against
him, for it can be said with equal force that
while British or other foreign competition
would be unwelcome to Japanese shipping
companies, it might, from the standpoint
of purely Japanese interests, be beneficial.—
Ed.]

AFFAIRS IN MEXICO.

A NEW CRISIS CREATED.

LONDON, June 8th.

The situation at Tampico has created
a new crisis which may wreck the efforts
of the Peace Conference. President
Huerta insists that the United States
shall not interfere with the Federalists stop-
ping ammunition reaching the rebels,
inasmuch as the latter have refused an
armistice.

The Peace Delegates at Niagara Falls
say that the outlook is black. Meanwhile,
the United States warships at Tampico
are dogging the Federal gunboats. The
rebels are also erecting fortifications in
the city, leaving a gunboat attack.

MEXICO CITY, June 8th.

The Government have ordered the
suspension of the blockade at Tampico,
upon intimation that the Mediators at
Niagara Falls are seeking to prevent the
Antilla landing munitions.

JAPANESE MINISTER AND ATTACHE BELIEVED
TO CAPTURED.

The *Daily Telegraph* has a report that
the Japanese Minister and his Attache,
who were returning from a visit to the
cruiser *Idzumi* at Manzanillo, are miss-
ing, and it is feared that they have been
captured by the Revolutionists at Sayula,
where the railway was broken.

The Mexican Government have made
every effort to find them, and have sent
troops from Guadalajara, reinforced by
a flying column from the capital, but
nothing has been heard from them.

RUSSIAN HORSEMEN.

WIN KING EDWARD CUP AT OLYMPIA.

LONDON, June 8th.

At the Horse Show at Olympia the
jumping for the King Edward Cup
resulted as follows:—1, Russia; 2, France;
3, Belgium; 4, England. The cup now
becomes the property of the Russian
horsemen, they having won the trophy
three times. His Majesty King George
presented the cup and congratulated the
winners.

[THROUGH REUTER'S AGENCY.]

THE KING AND THE SALVATION

ARMY.

LONDON, June 8th.

"General" Booth, head of the Salvation
Army, had an audience of His Majesty
King George at Buckingham Palace in
connection with the forthcoming Salva-
tionist Congress.

The King said he had always admired
the self-sacrificing toil of the Salvation
Army Officers, and he gave "General"
Booth a message for the Congress.

FRENCH CABINET CRISIS.

LONDON, June 9th.

M. Ribot has accepted the task of
forming a Cabinet. It is understood that
he has secured the co-operation of M.
Bourgeois, Secretary of Foreign Affairs,
and M. Delcasse, Minister of Marine.

AFFAIRS IN ALBANIA.

VIENNA, June 9th.

A telegram received from Durazzo states
that the Government troops attacked and
routed the insurgents near Tirana.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

CHINA SERVICE.

CHINA AND JAPAN.

PEKING, June 9th.

The Chinese Naval Commander at
Shanghai has been ordered by the Peking
Government to despatch at once a cruiser
to the Chusan Islands, as Japanese
merchant vessels are reported to be con-
tinually making surveys in the neighbour-
hood of Ningpo.

EUROPEAN SERVICE.

REGATTA AT GRUENAU.

BERLIN, June 8th.

At the great regatta at Gruenau on
the river Spree, north of Berlin, the
Mainzer Ruderverein won the Kaiser's
prize for fours and the Association's
prize for eights.

GREEK EMIGRATION FROM ASIA

MINOR.

BERLIN, June 8th.

The Greek inhabitants in Asia Minor
have been forced to emigrate in large
numbers. The Porte has despatched
Talaat Bey to Asia Minor.

THE OPIUM CONFERENCE.

BERLIN, June 8th.

The international Opium Conference at
The Hague will commence on June 15th.
The Chinese Minister to Berlin will be
present.

RUSSIA'S BLACK SEA FLEET.

BERLIN, June 8th.

The Financial Committee of the Duma
have passed the vote for an increase of
the Black Sea Fleet. It was represented
that the Russian fleet there is smaller
than the Turkish.

H.A.L. STEAMER ASHORE.

BERLIN, June 8th.

The Hamburg-America Linie's str.
Victoria Louise got aground at
Kuhwaerder (Hamburg) for some time
and leaked badly, but the danger of sink-
ing was overcome.

IMPENDING RETIREMENT OF AN

ADMIRAL.

BERLIN, June 8th.

Admiral v. Heeringen will soon retire
from active service.

THE RECENT ARRESTS AT

DURAZZO.

BERLIN, June 8th.

The discharge of several Dutch officers
is intended, as a sequel to the release of
the Italian officials who had been arrested
at Durazzo.

CHINESE AT DARJEELING.

The Chinese population of both Dar-
jeeling and Kalimpong says a Darjeeling
dispatch have lately increased in
appreciable numbers, due to deserters
from the ranks of the Chinese detach-
ments, which were repatriated through
British territory, who worked along the
Tista Valley road and the Rankipong
forest. They are now seeking employ-
ment in both towns. In the forest,
soldier of all ranks are to be seen work-
ing as carpenters, their wages varying
from eight annas to one rupee per diem.
The military formalities are observed
among them, the privates standing to
attention when addressed by officers of
superior rank. The result of the influx
into Darjeeling is to be seen in the
erection of a house which is nearing com-
pletion just below Eden Sanitarium
where the Chinamen spend the evening
quietly indulging in a little gambling.

ALLEGED MURDER ON LAMA ISLAND.

STONE JUNK'S CREW BEFORE THE MAGISTRATE.

The crew of a stone junk appeared before Mr. J. R. Wood at the Magistracy yesterday charged with the murder of a Chinese at Lau Shiu Shing village, Lama Island, on the 3rd June. The alleged murder was the sequel, the police stated, to a quarrel between villagers and the crew of the stone junk.

The crew, numbering five men, were represented by Mr. Leo d'Almada, and Inspector Gordon prosecuted.

Inspector Gordon informed his Worship that the first defendant was the father of the other four. All were engaged on a stone junk, owned by the father, and the junk was employed in conveying stone to the Breakwater at Yau-mat, for which a permit was possessed. On the 3rd June the crew sailed the junk to Lau Shiu Shing village, on Lama Island. They had been taking stone, and had commenced to load up when a number of villagers came down and said they had no business to take stone from that place. The junk people, however, took no notice, and continued their task. Only part of the junk's crew were ashore, the first defendant (the father of the other men) and two others of the crew being on the junk. The villagers were all on a promontory about 70 feet above the sea level, and 100 yards distant from the junk. Whether or not villagers threw stones at the junk's crew he could not prove, but apparently that was what took place. The old man shouted from the junk to the villagers, requesting them to stop, and then, it was alleged, he took up a gun, fired a shot, and killed the deceased, who was standing about eight feet from the edge of the cliff. The junk immediately sailed away, chase was given by the police, and eventually the junk was caught beyond Stonecutter's Island, and the crew arrested.

Dr. C. W. McKenny deposed that on the head of the deceased were two very lacerated wounds, a hole in the front of the head, and another at the back, through which parts of the brain were protruding. The wound at the back occupied a position practically opposite to that in the front. The brain was extensively injured, and the skull was fractured. The cause of death was the fractured skull. In his opinion some body passed through the head of the deceased from front to back. The body did not lodge in the head. The wound might have been caused by a soft-nosed bullet like the one produced.

In answer to Mr. d'Almada, Dr. McKenny said that if the deceased were standing with his head erect when wounded the wound would have a downward tendency. It was from left to right.

Mr. d'Almada—Assuming the deceased had been standing erect at the time, would it have been possible for that wound to have been inflicted by a person 70 feet below and 150 yards away? The wound could have been caused by a man standing below if the deceased's head was bent down, as if he were looking for something on the ground.

The case was remanded.

THE DOG-MUZZLING REGULATIONS.

EUROPEAN FINED.

George Green, licensee of the Criterion Hotel, was charged at the Magistracy yesterday by Chief Inspector D. Gourlay with permitting his dog to be abroad without a muzzle.

According to the story of the Chief Inspector, at 7.30 p.m. on the 2nd inst. he was walking along by the Criterion Hotel when he saw a dog without a muzzle. It came up to the Chief Inspector, and he struck it with a stick. The muzzleless one then ran into the Hotel, the officer following it inside. Defendant then claimed the dog as his, and said he had taken off the muzzle that the dog might drink water.

The defendant said that he tied the dog up all day, and except at meal times the dog always wore a muzzle. He had taken the muzzle off a short time before the Inspector saw the dog. The animal did not bite anyone, neither did it bark.

The Chief Inspector said the regulations would have to be complied with, but he did not ask for a severe penalty in this case.

His Worship, after warning the defendant that he was liable to a fine of \$100, imposed a fine of \$5.

THE EXTRAVAGANT SEX.

A correspondent of *The Times* says the following definition of man's economy and woman's economy is very true of both, and not very complimentary to either—

"A man will pay five shillings for a half-crown thing that he wants, and a woman will pay half-a-crown for a five-shilling thing that she does not want."

HONGKONG SCHOOLBOYS KIDNAPPED.

FORTY DAYS WITH BRIGANDS!

We reproduce the following from the *Yellow Dragon* (Queen's College Magazine) as illustrating the conditions which still prevail in the neighbouring province:—

The following letter explains itself:—
35, Bonham Strand, East,
4th April, 1914.

The Head Master, Queen's College.

Dear Sir,—I beg to report that my nephew, Fung Yuen-hi (18215), of Class 4B, has been kidnapped for ransom by robbers, at my village, on the 6th inst. His whereabouts is not yet known. I hope you will kindly grant him leave of absence from school.

Yours obediently,

Fung Yuen-hi.

Fung Yuen-hi was accordingly given leave of absence during such time as he was forcibly kept away.

Items A, B, & C are roughly translated: they are the dictated letter and the two sides of the envelope which contained it. The two documents marked D. All are authentic.

A.—My Dear Mother,
Most respectfully I beg to inform you that I was kidnapped by men on the night of the 11th of the current month. Now they ask for a sum of \$15,000 to be paid to them in European bank notes to pay my boarding expenses. Please send some one here to arrange terms with them within these ten days, for if no one comes within the above-mentioned time they will kill me. This is especially written for your information.

Your obedient son,

Hi.

Sent on the night of 14th of 3rd moon of the year Káp-Yan.

B.—[Envelope (recto).]

FUNG SHUNG TAK-TONG,

Lu Man Lane,

U Shok Fong (Village),

Hok Shán (District).

Sent by Fung Hi.

C.—[Envelope (verso).]

To be delivered at once on its arrival.

May the receiver's hands be fragrant.

It is most important not to have it lost.

D.—Mr. Fung KAM-SHING.

With reference to the personal interview of yesterday, the matter has been arranged by a friend. This price was fixed at \$5,000 to be paid in Hongkong notes. Please give me an answer within 5 days. If you fail to comply with my request the Mauser pistol will be used to shoot him. I hope you will not say that I am unkind.

LEUNG HOI of Tai Ping-Sha.

27th day of the 3rd Moon (22nd April). No comment is needed. The boy's guardian was furnished with two letters which it was thought might be of service to him in his efforts to secure the boy's release.

Fung's narrative is highly interesting. He reached Queen's College at 8.30 in the morning of the 18th May, to report his return; he looked sleek and unconcerned, and seemed to think lightly of his adventures. He says that he never at any time felt in danger of death, or even of injury at the hands of the robbers. It appears that on the night of April 6th (the 11th of the 3rd Chinese month), he was at home in the village of U-Shok, a hamlet of 20-30 houses in the Hok-Shán District. There was only one grown man on the premises, in addition to some 12 to 15 women, children and maid-servants. Between 11 and 12—they retire early in the country—they were awakened by a band of some 20 armed men who forced an entrance. As Fung was the eldest son, he was seized, and when they found out by enquiry that his father was established in business in Peking, they decided to carry him away into the mountains for ransom. They left about 1 a.m. after having thoroughly ransacked the house, taking away with them three baskets of loot, the best of the clothes and all jewellery they could lay hands on. This they afterwards got rid of for \$127. Fung heard this fact while in captivity.

After a walk of about four hours, avoiding all habitations, they reached a remote hill-side village. Here they rested a day only, moving away the next to another small village, where they stayed for over a week. They kept constantly shifting about, staying in no fewer than nine different localities. This shows that the robbers were kept on the alert and were being constantly harried and disturbed, possibly by the authorities. These removals always occurred at night, just before or just after midnight, when, in the country, no one is about. On such occasions, Fung was never accompanied by more than two robbers, sometimes by one only. He says he was never threatened nor ill-treated in any way, and always had enough to eat, taking his meals with the single captor left on guard. On the 21st of the 4th month (15 May), at daylight, he was going to be set free. He knew that something unusual was to happen, for he and his guard had eaten a heavy meal between 4 and 5 that morning. When out of doors, he failed to recognise his surroundings. For about an hour the robber accompanied him till near a village on a river bank. The man then left Fung to his own devices. A steamer was moored alongside. Fung hurried on board, where he found some one he knew. At 2 p.m. the same day, after calling at several places, the vessel reached Canton. On the way down, he learned that after the visit of the robber, his mother and the whole family abandoned their village home, and went down with all speed to Canton. At 3 p.m. that day he was again among his own people, who, in this case, were quite unaware of his release, which apparently, was brought about owing to the failure of the bandits to secure any money. The long delay had worn them out, and the sale of the loot taken away at the actual time of capture evidently satisfying them for their trouble.—F. Y. H.

RANSOMED FOR \$1,200.

Hung Kai-tsun (13,533) in class 4B, whose father is dead, and who is in charge of his uncle, Mr. Lo Pak-keung, of the Wing-Mau firm, Connaught Road, gives the following account of what caused him to be ten days late after the Tsing-Ming holidays:—

On the 7th April, from his village Kung Chung in the district of Shun-Tak, in company with seven relatives and a coolie carrying food, sacrificial meats, etc., nine in all—at 6 a.m., they set out for Fung Kong, a district of somewhat over two hours by boat, with a further walk up the mountain side of about half an hour. They were the only passengers on the boat. The boat people, when the little party disembarked, were told to await its return; they accordingly anchored to do so. The neighbourhood was exceedingly quiet, and gave no cause for suspicion. Arrived at the tomb where the worshippers was to take place, the usual preparations were at once begun.

Having worshipped, they then proceeded, on foot, for some twenty-five minutes to another tomb for further ceremonies. At this spot, there were other people also similarly engaged. As soon as all was ready and worshipping was about to begin, they were interrupted by a band of ten to twelve men, who seemed to collect suddenly from all sides. There were four, who wore long garments, and might have been respectable land owners—the leaders no doubt; the rest, in ordinary peasant attire, were their followers. All were young men of twenty-six to thirty-six years of age, and, without exception, armed with revolvers which were at once exhibited. Three—the best dressed of the party of nine—were surrounded, and were told, under threat of being at once shot down, to go along with them. The other six, terrified also by the show of loaded arms pointed at them, neither cried out nor ran off, but stood by mute. The ages of the three captured members were sixteen, twenty-four and thirty-two. Then, by mountain tracks that led them past, but not through, several villages, without a single halt either for rest or food, the bandits brought them after a journey of six or seven hours—for it was then getting dusk—to a mountain village of some twenty to thirty houses, one of which they entered. This house was on the outskirts of the village. The three were confined to a single room on the ground floor—such village dwellings rarely have upper rooms; the room was provided with but one bed. Neither food nor drink was given them that night; the place swarmed with mosquitoes and vermin, and under the circumstances it can easily be conceived that they got no rest whatever. They were, however, left with a light in the room. The first food they got was doled out to them about 9 a.m. next morning—rice, fish and vegetables, but not enough for their needs, for they had been without food then for at least twenty-four hours. Two robbers were apparently left in charge. No women folk of any kind were seen, either in attendance at the time or subsequently throughout their confinement. Immediately this meal was eaten, two other robbers appeared, one of them bringing native pens, paper and ink, and called out to the prisoners to write letters at their dictation. The letters were practically identical, demanding \$5,000 each for ransom, otherwise they would be killed at the end of a week. Each day they had the two usual meals, morning and evening, with tea between times, but never enough. Water in abundance, no soap, and a single small towel were provided for them to wash their hands and faces. They had no change of clothing. Night and day, during the whole period, they were under strict guard; consequently, they never even thought of attempting escape. They were detained until the night of the 21st of April (fourteen days). As is usual, the robbers specified a place and time for the handing over of any ransom agreed upon. The Shun-Tak officials had been informed, but apparently were powerless to help, for in the end the sum of \$1,200 in Hongkong notes was arranged to be paid for the release of the three captives. On the 21st, Tuesday, at night, as near as they could judge, about 8 p.m.—for when first captured, they had been stripped of such trifles as watches, chains and jewellery—the two robbers informed them that they were to be released there and then. They took them to a boat, ran the river close by, and after a journey down stream of some two hours, accompanied always by two robbers, they were landed close to the village of Kung-Chung, their own native place, and told to go home. The two robbers stayed in the boat and went back. The three, naturally, lost no time in making their way home, which they reached in about an hour. There they found that their arrival was expected, for the robbers had forewarned the family of their release. After having washed and partaken of a hearty meal, they went to bed. The following morning, Wednesday, 22nd April, they proceeded to Canton, by steam launch, getting there about midday. Here a petition, giving full details of their captivity and treatment, was written by an experienced petitioner, and forwarded to the authorities. This occupied several hours, in fact the whole afternoon. That night, they took boat for Hongkong, which was reached on Thursday. Thursday was occupied in buying a new outfit and on Friday, Hung Kai-tsun returned to School and reported his return ten days late.—H.K.T.

SHIPPING NOTES.

A Brisbane message, of the 26th ult. reported the British India Company's steamer *Waipara* badly ashore off Hannibal Island. Steamers were standing by. The *Waipara* is an emigrant ship. Up to May 26th, attempts to refloat her had failed.

The Singapore agencies of the Netherlands Royal Mail Line and the Java-Bengal Line have from the 1st inst. been taken over from the Ship's Agency, Ltd., by the International Credit and Handelsvereeniging "Rotterdam." The last named company declares a dividend of 1½ per cent. for the year 1913.

The biggest steamer yet built for the P. & O. Company will come to Bombay early in December and will regularly be engaged in the service between Bombay and London. This is the *Kaiser* of 11,500 tons. The fittings of the *Kaiser* will embrace all the latest improvements for modern passenger steamers. The cabins will be nearly twice the size of those in the present P. & O. steamers. The berths will be arranged so that one berth does not lie over another.

A number of Japanese tramp steamers, mostly registered at Dairen, are now steadily engaged upon the Japan-North China service, and are obtaining exclusively by the O.S.K. and the N.Y.K. liners, says a Japanese contemporary. Goods destined to Tientsin, including cotton cloths and yarn, matches, etc., are now carried by tramp steamers, which offer comparatively low freights. In consequence, the two shipping companies have concerted decided to lower the steamer freights on the above-mentioned goods by about 10 per cent.

The Shanghai Tug and Lighter Co.'s tugboat *Victoria*, under the command of Captain Cornick, left Shanghai last week on a 2,700 miles voyage with the local built dredger *Shanghai* in tow, for Macassar. The voyage is expected to take between 18 and 20 days, provided no bad weather is encountered, in which case the *Victoria* and her unwieldy tow may have to run for shelter. She will call at Manila for coal, after which it will be a direct run for her destination. This is one of the longest tows ever undertaken by a local tugboat, says the *Shanghai Mercury*, and the voyage will be watched with great interest.

QUARANTINE IN JAPAN.

From the Colonial Secretary's Office we have received the following notes regarding the declaration against Hongkong as a plague infected port by the Government of Japan:—

All ships coming from Hongkong must remain in quarantine anchorage at the first port of call until ten days have elapsed from the time of leaving Hongkong, but subject to exemption on production of a certificate issued by the Consul-General for Japan upon either of the following conditions:—

- 1.—That the ship is perfectly clayed, tonised to the satisfaction of the Consul-General for Japan immediately before departure.
- 2.—The following should be strictly observed:—
 - (a) If the ship anchor alongside the wharf, proper equipment with rope and gangway, etc., are to be made so as to prevent rats leaving the ship.
 - (b) Not to do night cargo work.
 - (c) To have proper supervision at the time of cargo working in order to prevent rats leaving the ship.

The ship not producing the certificate above mentioned is liable to be detained until ten days have elapsed from the time of leaving Hongkong or during such time as the authority may deem necessary for the disinfection of the ship, when the lower crew, steerage passengers get ashore or embarked at Hongkong.

AMERICAN CITIES.

The U.S. census bureau publishes a list of 60 American cities having a population of 100,000 or more. Among the most important (including the 12 reserve-bank cities) are:—

New York	5,333,537	4,766,883
Chicago	2,393,325	2,185,283
Philadelphia	1,657,810	1,649,035
St. Louis	724,867	627,028
Boston	723,892	670,636
Cleveland	639,431	590,683
Baltimore	579,590	558,485
Pittsburg	564,978	533,935
Detroit	537,650	465,766
Buffalo	454,112	423,715
San Francisco	448,502	416,919
Los Angeles	438,914	319,196
Milwaukee	417,054	373,857
Cincinnati	402,175	363,691
Newark, N. J.	389,106	347,439
New Orleans	381,221	339,076
Washington	353,378	331,039
Minneapolis	345,406	314,744
Seattle	313,029	297,194
Jersey City	293,921	267,770
Kansas City	281,911	248,361
Indianapolis	259,413	233,650
Portland, Ore.	250,601	207,214
Atlanta	179,292	154,639
Richmond	134,917	127,628
Dallas	111,986	92,104

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Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF

LARYNX, ACUTE AND CHRONIC BRONCHIAL

CATARRH, ASTHMA, &c., which has been recognised

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OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



THE JAPANESE KNITTED GOODS DEVELOPMENT OF THE EXPORT TRADE.

The following is taken from the Journal of the Yokohama Chamber of Commerce (Japanese):—

The market for Japanese knitted goods abroad is being steadily extended, as is demonstrated by the following table, which shows the progress of the exportation of the goods during the past five years:—

	Volume dozen	Value yen	Rate of progress percent
1909	3,387,304	4,410,450	100
1910	5,438,328	6,876,422	130
1911	5,151,843	6,014,764	130
1912	6,120,731	8,685,892	130
1913	7,770,669	10,610,554	20

Before the war with Russia the figures stood at a little more than 1,500,000 yen. The best part of these exports are cotton shirts and stockings. Very little silk, woolen, or mixed goods are shipped, though there are tangible signs of steady increase.

Japanese knitted goods are in most request in British India. In China and the South Sea Islands still they have formidable rivals to contest the market with in the form of British or German goods, though they are steadily gaining ground.

The growing popularity of Japanese goods with the Indian or Chinese public is evidently accounted for by the fact that for their comparatively good quality they are cheap. Goods of intermediate grades or upwards are chiefly exported to China, while cotton goods of inferior quality are shipped to India and the South Sea Islands.

While Japan thus sends out her goods to China and British India, her receipts from Europe and America are by no means meagre. As the following figures which show the progress of import during the last five years demonstrate, the annual receipts range between 181,000 yen and 306,000 yen, although they have to pay import dues at 40 per cent. ad valorem.

	Volume dozen	Value yen	Rise or Fall percent
1909	28,582	181,263	
1910	31,565	220,013	+21
1911	38,613	306,201	+39
1912	42,640	170,616	-75
1913	24,502	203,502	+100

They are mainly supplied by England and Germany, being goods of superior quality.

In Japan the manufacture of this description of goods is a comparatively new industry. Before the war with China and Russia the industry was run on a very small scale and the annual output was insignificant. On the outbreak of these wars the demand for knitted goods suddenly increased and with it a complete change came over the industry. The expansion of the industry during the wars was so great that toward the end of the war the supply was seen to exceed the demand to a considerable degree. Despite the steady inflation of demand at home, in 1907, directly after the Russo-Japanese war, the inevitable result of this overstocking came, and manufacturers generally fell into difficulties. This adversity proved a stroke of fortune for them in time.

Japanese knitted goods were sent abroad for the first time, in 1907. The original purpose of manufacturers was only the disposal of the accumulated stock. Once the exportation was started, the progress has been quite striking and now the Indian market is being monopolized by them. In the meanwhile the demand at home has been multiplied and a new encouragement has been given to the industry.

JAPANESE COTTON IMPORT.

The Japanese cotton industry relies upon India, the United States, China and Egypt for its supply of raw materials, the greater part of the imported raw cotton coming from India and the United States. According to the investigations carried out by the Department of Agriculture and Commerce, the import of raw cotton during 1913 consisted of 6,702,181 bales, valued at 233,599,187 yen. Of the entire amount of the import Indian cotton accounted for over 58 per cent., while American cotton accounted for over 25 per cent. A classification, according to countries, is as follows:—

	Quantity Bales	Value Yen
Indian	4,004,438	143,059,172
American	1,720,082	64,290,045
Chinese	575,248	16,508,049
Egyptian	124,489	6,236,224
Other	277,904	8,598,897
Total	6,702,181	233,599,187

JAPAN'S THREE LEADING SHIP-PING COMPANIES.

According to the Communications Department Japan's three leading shipping companies stood as demonstrated by the following figures at the end of the term just closed:—

	N.Y.K.	T.M.K.	O.S.K.
Tonnage of fleets	346,016	81,425	168,996
Number of strength of fleets	82	9	10
No. of voyages	262	1,026	—
Total mileage covered by liners	1,923,024	185,761	—

	Yen	Yen	Yen
Receipts from cargo	11,277,860	1,238,767	6,228,405
Receipts from passengers	2,276,190	1,374,650	199,869
Government Subsidies	2,342,138	1,581,146	1,270,128
Shipbuilding extra charge ment grants	60,595	—	9,470

In his annual report, Mr. T. F. Claxton, Director of the Royal Observatory, gives a comparative table showing the rainfall at the Observatory, the Police Station, Tai-po, and the Botanical Gardens, Hongkong, which shows that at the Observatory 33,730 in. was recorded in the year, at Tai-po 96.34 in. and at the Botanical Gardens 92.43 in.

THE PHILIPPINE INDEPENDENCE QUESTION.

WASHINGTON, June 6th.

The following special cable appears in the Manila *Cable News*:—
Ex-President Taft, a former Governor-General of the Philippine Islands, Ex-Governor Osborn of Michigan and Bishop Oldham of the Methodist Episcopal Church have joined in a bitter assault on the provisions of the new Philippine Bill, which Congressman William A. Jones, Chairman of the House Committee on Insular Affairs, is to introduce in the House of Representatives.

Ex-President Taft is familiar with the conditions in the islands through his years of residence there, while Ex-Governor Osborn has recently returned from an extended tour through the Philippines. Bishop Oldham also claims to be qualified to speak on the Philippine situation, having been a frequent visitor in the islands on diocesan business.

President Wilson is now holding up the presentation of the Bill in Congress, insisting that there shall be no date for independence specified in the measure. The Jones Bill is regarded as an administration measure and will now probably not be presented in Congress until its provisions and conditions are approved by the President.

Public opinion, comments the *Strait Times*, does not protect public purity as it ought. Even in a place like Singapore, as snobbish as most, a man may do almost anything without losing his social position. If a man robs his fellows by reckless company promoting, or by shady share transactions he is far more likely to be admired than to be cut. If he can boast of a big banking account nobody inquires very closely how it was created. There is, in fact, no crime so unforgivable as poverty, and a rich ruffian can go farther socially and in almost every way than a poor gentleman. We are getting vulgar and material.

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES. SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

134

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

B L WHISKIES

(GOLD AND WHITE LABELS).

IN THE TROPICS IT IS ESSENTIAL TO DRINK A SOUND

WHISKY. THE PURITY OF B L

IS GUARANTEED AND THE HIGH

QUALITY AND FINE FLAVOUR

SPEAK FOR THEMSELVES.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "DAILY PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE ROYAL AERATED WATERS MANUFACTORY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Office of Messrs. HARRY WICKING & COMPANY, 21, George's Building, Hongkong, on MONDAY, the 8th day of June, 1914, the following Extraordinary Resolutions were duly passed:—

1. That it has been proved to the satisfaction of the Company that the Company cannot, by reason of its liabilities, continue its business and that it is advisable to wind up same, and accordingly that the Company be wound up voluntarily under the provisions of the Companies Ordinance 1911 and 1913.

2. That Mr. J. HENNESSEY SETH be and is hereby appointed Liquidator for the purpose of such winding-up.

Hongkong, 9th day of June, 1914.
J. OWEN HUGHES, Chairman.

Witness to the signature of the Chairman.
ANDREW FORBES. [812]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfers or in exchange for Sterling Bills drawn at 10 days or 3 months sight, the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (WEDNESDAY), the 10th June, 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days or 3 months sight, and in the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III, Cap. 45 and 41 George III, Cap. 52 the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company."

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 9th June, 1914. [813]

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H.A.L. Steamship
"PREUSSSEN".
Captain H. Lübeck, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading counter-signed by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex ss. "Stenklung" from Havre.
Ex ss. "Dresden" from Hamburg.
Ex ss. "Jarl" from Aarhus.
Ex ss. "Bism" from Bremen.
Ex ss. "Jolo" from Dransmen.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 9th June, 1914. [809]

TOYO RISEN KAISHA.

NOTICE TO CONSIGNEES

S.S. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS AND SHANGHAI.

THE above named Steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 10th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Claim will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on the 10th inst., at 5 P.M., will be subject to sale and landing charges.

All chafed and otherwise damaged Cargo to be left in the Godown, where they will be examined on the 10th inst., at 10 A.M.

All Claims must be filed on or before 23rd inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.
Hongkong, 9th June, 1914. [810]

NEW ADVERTISEMENTS

TO LET—FURNISHED

ATADENA, 148, BARKER ROAD, PEAK, from the Middle of June for the Summer Months.
Apply—
L. N. LEEFE,
Care of Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 10th June, 1914. [811]

HONGKONG CLUB.

WANTED.

A DINING ROOM STEWARD, A EUROPEAN, to supervise generally the Service in the Dining Rooms. A Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.

JAMES CRAIL,
Secretary.

Hongkong, 8th June, 1914. [808]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

AND
IN THE MATTER OF THE HEUNG NAM HOTEL COMPANY, LIMITED
(In Liquidation).

THE CREDITORS of the above-named Company are required on or before SATURDAY, the 27th day of June, 1914, to send their names and addresses, and particulars of their Debts or Claims, and the names and addresses of their Solicitors (if any), to the Undersigned, the Liquidator of the said Company, and further, if so required by Notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, AND NOTICE IS HEREBY GIVEN that in default thereof such Creditors will be excluded from the benefit of any distribution before such Debts are proved.

Dated at Hongkong this 5th day of May, 1914.

J. HENNESSEY SETH,
Liquidator. [772]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from 5th to 29th instant, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 5th June, 1914. [707]

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By Order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914. [782]

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive Tenders for the purchase of the business of THE ROYAL AERATED WATERS MANUFACTORY COMPANY, LIMITED.

Intending purchasers are required to deposit a sum of \$1,000.00 with the Undersigned when Tendering.

J. HENNESSEY SETH,
Receiver for the Shareholders.
Hongkong, 5th June, 1914. [786]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central
(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710]

TO LET

TO LET.

NO. 20, BELLIOS TERRACE, newly painted and colourwashed.

ROOMS in Queen's Road Central.

From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.

NO. 5, BEACONSFIELD ARCADE, Shop.

NO. 5, MOUNTAIN VIEW, Newly painted and colourwashed. From 1st April, 1914.

NO. 7, MOUNTAIN VIEW.

NO. 7, STEWART TERRACE, PEAK.

NO. 10, SHELLEY STREET.

To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon.

Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road.

5 ROOMS, close to Tram Station.

Apply to—
J. LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings
Hongkong, 6th June, 1914. [785]

TO LET.

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession.

Also 1 MOTOR BOAT for Sale.

Apply—
DRAGON CYCLE CO.
Hongkong, 30th May, 1914. [784]

TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 19th May, 1914. [805]

INTIMATIONS

LANE, CRAWFORD & Co.



Go To Bed
Happy. Get Up Happy.
Wear a
Loose-Fitting
B. V. D.
(Trade Mark)
Short Sleeve, Knee
Length Sleeping Suit.

Made from thin, cool fabric that let the air through. Cut on full free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN

B. V. D.

SLEEPING

SUITS

\$2.75 AND \$4.75 PER SUIT.

B. V. D.

VESTS

AND

DRAWERS

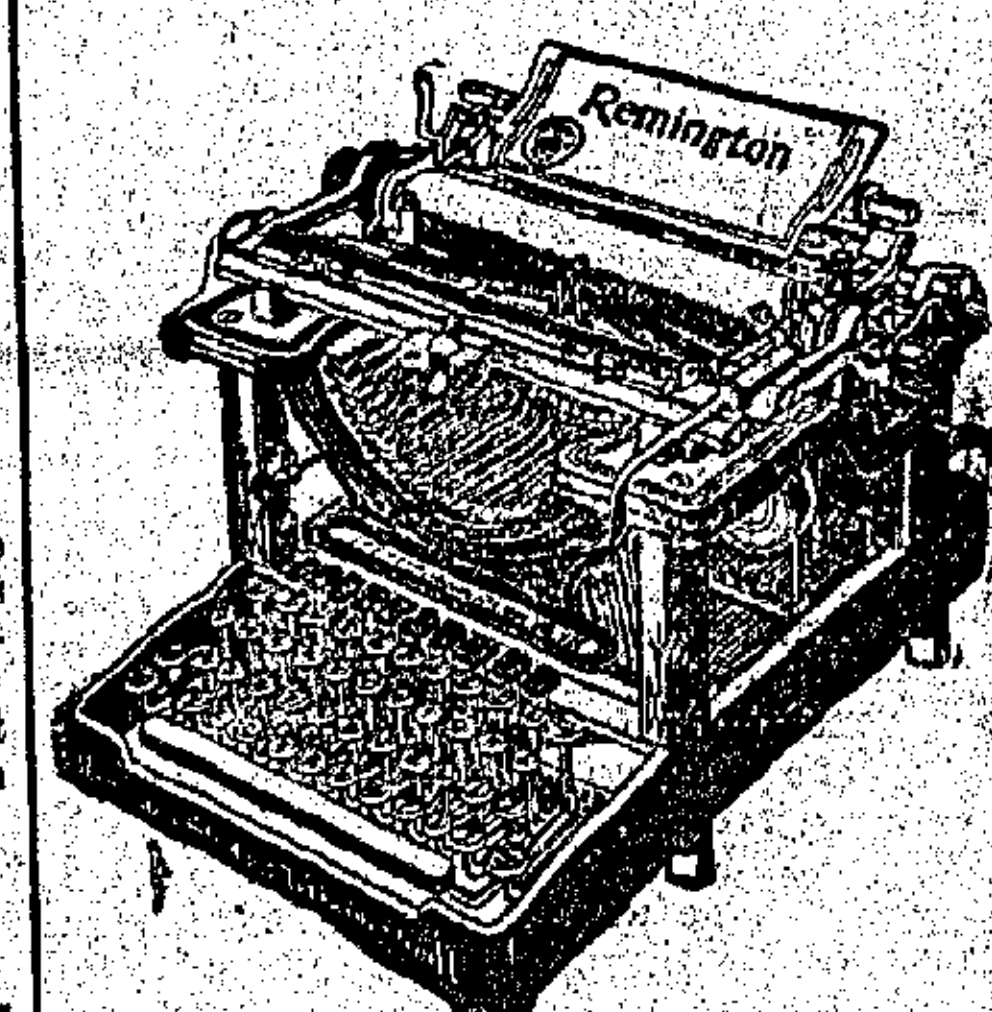
\$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL

UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR GENTLEMEN WHO CANNOT WEAR COTTON.

LANE, CRAWFORD & Co.



SIEMSEN & CO. SOLE AGENTS for

Hongkong, Canton, South China and Formosa [84]

THE NAME

STANDS FOR

REMINGTON

The Longest History.

The Widest Experience.

The Greatest Manufacturing Resources.

The Most Complete and Comprehensive Product.

The Largest Selling Organisation of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

FIRM AND ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON

TYPEWRITER COMPANY

(Incorporated).

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS—STERLING ... \$15,000,000

RESERVE FUNDS—SILVER ... \$17,650,000

RESERVE LIABILITY OF PROPRIETORS ... \$15,000,000

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON SATURDAY AND MONDAY, THE 13TH AND 15TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT THEIR SALES ROOMS, No. 8, DES VEAUX ROAD, CORNER OF IOB HOUSE STREET,

A LARGE QUANTITY OF CHINESE PORCELAIN AND CURIOS. JUST ARRIVED FROM SHANGHAI.

Comprising:—
CHINESE PORCELAIN of every description, BRASSES, BRONZES, &c., &c., of the SUNG, MING, KANGHI, YUNGCHING, KIENLUNG and TOWKWONG DYNASTIES.

Also
A Number of VALUABLE CHINESE PAINTINGS and ENGRAVINGS, EMBROIDERIES, JADESTONE ORNAMENTS, OLD PEKINESE LACQUERED WARE, AMBER BEADS, IVORIES, &c., &c., &c.

(Full Particulars and Condition of Sale from Catalogue.)

On View FRIDAY, 12th inst.

The Undersigned have been authorised to refund purchase money if not found as specified within one week.

HUGHES & HUGH, Auctioneers,
Hongkong, 10th June, 1914. [814]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of June, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements (Approximate)	Contents in Acres	Annual Rent	Open Price
1	Lot 1, Kennedy Road, containing 10.182 acres	10.182	70	2,570

Hongkong, 8th June, 1914. [801]

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed ... 1,125,000
Paid-up ... 562,500
Reserve Fund ... 435,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 14th July, 1913. [788]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

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PAID-UP CAPITAL ... \$15,000,000

Cooling, refreshing and 'snappy' -

"Oh! I say
It's Good!"

Montserrat

LIME JUICE

is the ideal Summer beverage

The Montserrat Lime Juice has been shipped from London.

WHOLESALES is sold by all leading Grocers

For the winners, Elmore played delightfully. Without being brilliant he was safe and rarely failed to score when offered an opportunity. In fact he hardly

Documents translated from or into Classical
Colonial Chinese

WEATHER REPORT.

Nothing creates such a good impression
business as the use of First Class Printing.
The difference in cost between good and
bad printing and material is generally nil.

**THE "HONGKONG DAILY PRESS,"
PRINTING WORKS.**

Turn out the Best Printing at Reasonable
Prices.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$4.00
Return " " by day steamer	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 10TH JUNE, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

THURSDAY, 11TH JUNE, 1914.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH JUNE, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.**CANTON-MACAO LINE.**

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 583 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAY and LANTAU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42]

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND CHIT	ATLANTIQUE	On 15th June.
YOKOHAMA	ATLANTIQUE	On 29th June.

HOMEWARD

MARSEILLES VIA PORTS	POLYNESE	On 16th June, at 1 p.m.
	V. CIOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 24th June. "KATHIAWAR"
FROM COLOMBO: 17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

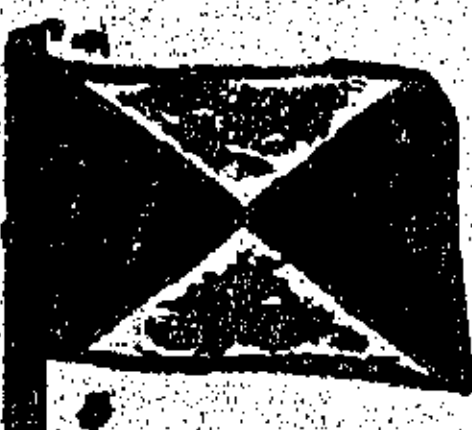
From Hongkong: "SALAMIS" 26th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	P.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 12th June, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 20th June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Food in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 9th June 1914. PHILIPPINES S.S. Co. [7]

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 15000 tons SIBERIA 15000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

NILE (via Manila) ... Sailing TUESDAY, 16th June, at Noon.
MONGOLIA ... FRIDAY, 28th June, at 1 p.m.
PERSIA (via Manila) ... SATURDAY, 11th July, at Noon.
KOREA ... SATURDAY, 25th July, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard water swimming tank, Filipino orchestra, deck games, dances, etc.—and a full menu throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS,
TEL. No. 141.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To SAIL
SHANGHAI, KOBE and YOKOHAMA	"SILESIA"	13th June
" " " "	"C. FEED LAEISZ"	3rd July
" " " "	"SENEGAMBIA"	17th July
" " " "	"BOANDIA"	27th July
" " " "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAXONIA"	10th June
" " " "	"ANDALUSIA"	4th Aug.
" " " "	"STRONIA"	9th Sept.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	"WUERTEMBERG"	20th June
HAMBURG & ANTWERP	"SUEDMARK"	6th July
MARSEILLES, HAVRE, EMDEN & HAMBURG	"REGOVAR"	6th July
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July
HAVRE, BREMEN & HAMBURG	"FRIEDRICH"	19th July
ROTTERDAM & HAMBURG	"EMDEN"	20th July
HAVRE, EMDEN & HAMBURG	"SILESIA"	28th July
HAVRE & HAMBURG	"MARKOMANNIA"	5th Aug.
GENOA, DUNKERQUE & HAMBURG	"FRISIA"	10th Aug.

For Further Particulars, apply to—
Hongkong, 6th June, 1914.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [6]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection with TACOMA and SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Sato	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 5th Aug., at Noon.
"PANAMA MARU"	J. Kanio	WEDNESDAY, 19th Aug., at Noon.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, A.M.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug. A.M.
"LUZON MARU"	T. Miyata	"

CHINA AND FORMOSA LINE.

FOR FOOSHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIO MARU"	Y. Yamamoto	WEDNESDAY, 17th June, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 14th June, at Noon.
"DAIUN MARU"	K. Murakami	SUNDAY, 21st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 10th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	"

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Moon Yip Wharf (near the Harbour Office, Panya Central).
For FURTHER INFORMATION, apply to

Z. KANIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	to	SHANGHAI	HONGKONG	from COLOMBO	MARSHALL	PLYMOUTH
				to MARSEILLES and LONDON	LES	(London 1 day later)
June 11	DELTA	June 16	June 20	MAEMORA	Saturday	Friday
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	July 18	July 24
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 1	Aug. 7
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 15	Aug. 21
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Aug. 29	Sept. 4
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 12	Sept. 18
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Sept. 26	Oct. 2
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 10	Oct. 16
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Oct. 23	Oct. 29
					Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A"	Accommodation Single £55. Return £97.
2nd Saloon "A"	" " " £59. " £89.
1st Saloon "B"	" " " £44. " £66.
2nd Saloon "B"	" " " £40. " £60.
	MARSEILLES
1st Saloon "A"	Accommodation Single £51. Return £91.
2nd Saloon "A"	" " " £55. " £85.
1st Saloon "B"	" " " £42. " £63.
2nd Saloon "B"	" " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at
YOKOHAMA	SHANGHAI	HONGKONG	SINGAPORE	MARSEILLES	LONDON
NOVARA	about	about	about	about	about
NOVARA	May 26	June 4	June 10	June 16	July 14
NELLORE	June 9	June 18	June 24	June 30	July 28
KHAYBER	June 23	July 2	July 8	July 14	Aug. 11
NAGAYA	July 7	July 16	July 22	July 28	Aug. 26
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 5
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 9
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Sept. 23
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 7
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Oct. 21
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £45 Single; £65 Return. FARES TO MARSEILLES: 1st Saloon £45 Single; £65 Return. 2nd Saloon £40 Single; £60 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 15%.

For Further Particulars, apply to—
P. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. T. Sato	12,500	WEDNESDAY, 17th June, at 10 A.M.
	MIYAZAKI MARU Capt. Yanawaki	15,500	WEDNESDAY, 1st July, at 10 A.M.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 16th June, at 4 P.M.
	AWA MARU Capt. Tomioka	12,500	THURSDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sakino	13,500	WEDNESDAY, 1st July, at Noon.
	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 29th July, at Noon.

CALCUTTA via SINGAPORE, PENANG and BANGKOK: HAKATA MARU, Capt. Nomura, 12,500, SATURDAY, 13th June.

BOMBAY via SINGAPORE, PENANG and COLOMBO: RANGOON MARU, Capt. Kamachita, 12,000, MONDAY, 22nd June.

SHANGHAI, MOJI and KOBE: PENANG MARU, Capt. Murazumi, 12,500, FRIDAY, 12th June.

KOBE and YOKOHAMA: KIRIN MARU, Capt. Nakamura, 5,000, THURSDAY, 18th June.

NAGASAKI, KOBE and YOKOHAMA: NIKKO MARU, Capt. R. Takeda, 9,600, TUESDAY, 30th June, at 5 P.M.

KOBE and YOKOHAMA: IYO MARU, Capt. Hirase, 12,500, THURSDAY, 18th June, at 11 A.M.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan. For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[3-5-11]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NOYARA Capt. H. R. Hetherington, R.N.	10 A.M. 10th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI and YOKOHAMA. Capt. W. H. Swony, R.N.	About 17th June	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.	About 18th June	Freight and Passage.
LONDON VIA USUAL PORTS DELTA OF OIL Capt. W. R. Le Mar, R.N.	Noon 20th June	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"KAIFONG"	On 10th June, Noon.
SHANGHAI and TSINGTAU	"ANHUI"	On 11th June, 4 P.M.
MANILA, CEBU and ILOILO	"KANCHOW"	On 13th June, Midnight.
SHANGHAI	"CHINHUA"	On 16th June, 4 P.M.
PARROT and HAIPHONG	"LIANGCHOW"	On 16th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"SUNGKIANG"	On 17th June, 10 A.M.
SHANGHAI	"HUICHOW"	On 17th June, Noon.
	"LUCHOW"	On 18th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN".
SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI", "CHINHUA", "KANCHOW" and the S.S. "KANCHOW", "LIANGCHOW", "LUCHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.E.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wooning.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 10th June, 1914. TELEPHONE 36. AGENTS. [6]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th June.	On 18th June, 10 A.M.
EASTERN	4th July.	On 10th July, 10 A.M.
ALDENHAM	1st August.	On 1st July, 10 A.M.
EMPIRE		On 28th Aug. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 12th June, at 11 A.M.
"HAICHING"	Capt. W. O. Passmore	TUESDAY, 16th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. J. Evans	WEDNESDAY, 10th June, at 11 A.M.
		SUNDAY, 14th June, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th June, 1914.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA STRAITS, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA" 5,810 tons, will leave as above on 15th June, at 3 P.M.
Superior accommodation for 1st and 2nd Class passengers; no surtax, no tips, no inside Cabin, Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 2nd Class, £19 3s 6d; 1st Class, £21 3s 6d.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE). FRANK and VENICE.
VIA STRAITS, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 7th July.
There Steamers of large tonnage are fitted with comfortable one class accommodation for passengers.
Passengers: No Surtax. Doctor, Stewardesses, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Cologne or Bielefeld, Class I £31, II £21.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Bern, Cologne or Bielefeld, Class I £31, II £21.6.
BY SEHRING EXPRESS:
Via Venice, Cologne, Bielefeld, Osnabruck, Bremen, Hamburg, Class I £21, II £16.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Bonn or Frankfurt, Class I £17, II £13.6.

TO SHANGHAI.
S.S. "KOERBER" 9,900 tons, will leave as above on 1st July, at 8 A.M.
FARES: Hongkong-Shanghai, 2nd Class, £24 2s 6d; 1st Class, £26 2s 6d.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "SILESIA" 13,950 tons, will leave as above about 2nd July.

SANDER, WIELER & Co., AGENTS,
Hongkong, 3rd June, 1914. Prince's Building. [13]

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots...TUES.	16th June.
* NIPPON MARU	11,000—18 knots...TUESDAY	23rd June.
SHINYO MARU	22,000—21 knots...TUES.	14th July.
CHIYO MARU	22,000—21 knots...TUES.	4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. " " £96.10.
" " " SAN FRANCISCO	£45. " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS and MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TAKADA" 6,800 tons, Captain —, will be despatched for KOBE and MOJI on 20th June.
S.S. "TORILLA" 5,205 tons, Captain C. J. Swanson, R.N., will be despatched for SHANGHAI, KOBE and MOJI on 6th July.

WESTWARD

S.S. "DUNERA" 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 11th June.
S.S. "JAPAN" 5,015 tons, Captain U. P. Sedden, will be despatched as above on 17th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 10th June, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	First half of June.	JAVA	First half of June.
TJILANJAP	JAVA	First half of June.	JAPAN	First half of June.
TJIBODAS	—	—	JAVA	Second half of June.
TJIMAH	JAPAN	Second half of June.	JAVA	Second half of June.
TJIMANOEK	SHANGHAI	Second half of June.	JAVA	Second half of June.
TJILIWONG	JAVA	First half of July.	JAPAN	First half of July.
TJITABOEM	JAVA	First half of July.	SHANGHAI	First half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Telephone No. 1574.

Hongkong, 6th May, 1914.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East—16, DES VOUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCOW ROAD. YOKOHAMA: 32, WATER STREET.
MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES Exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	18,300	{Thursday, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	{About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	{Saturday, 13th June, at 1 A.M.
KOBE	"PRINZ SIGISMUND"	6,000	{About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	{Friday, 12th June, at 9 A.M.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship about

HOMeward.

For HAVRE, EMDEN and HAMBURG/BREMEN
S.S. "BORKUM"

about End of June.

For MARSEILLES, ROTTERDAM and BREMEN/HAMBURG
S.S. "ALTAR"

Beginning of July.

For HAVRE, EMDEN and HAMBURG/BREMEN
S.S. "DURENDART"

Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.
GENERAL AGENTS.

Hongkong, 20th April, 1914.

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THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Sheds ranging up to 100 Tons.

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PETROL and KEROSENE MARINE MOTORS 1-1/2 to 150 H.P.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

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BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK"

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